

## Cerys Jones

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**From:** Sharon Holman  
**Sent:** 20 January 2020 10:46  
**To:** planning\_admin  
**Subject:** FW: P/2019/0669 Stable conversion at Jonell, Overton  
**Attachments:** Access Elevation.pdf; Highways Plan Rev B.pdf; Existing Highways Plan.pdf

Civ – ‘amended plans web’ attached and ‘add info (not web)’ below – can I have paper copies of the plans for the file please?

thanks

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**From:** Dafydd Edwards <[dafydd@blueprintarchitectural.com](mailto:dafydd@blueprintarchitectural.com)>  
**Sent:** 17 January 2020 14:49  
**To:** Sharon Holman <[Sharon.Holman@wrexham.gov.uk](mailto:Sharon.Holman@wrexham.gov.uk)>  
**Cc:** Phil Palmer <[Phil.Palmer@wrexham.gov.uk](mailto:Phil.Palmer@wrexham.gov.uk)>  
**Subject:** RE: P/2019/0669 Stable conversion at Jonell, Overton

Hi Sharon,

We have now had opportunity to produce some existing visibilities on the plan from the access serving Jonell.

As noted on the highways response we concur with the comments that 13m is achievable to the north and 150m achievable to the South. Furthermore the existing field access provides splays of 20m to the North (10m on highway response) and 105m to the South.

We are therefore proposing all accesses are moved to the altered field access, by altering the existing hedgerow, reducing its height to 1m above highway level or setting the hedge back will provide 121m to the South and slightly altering the position of chevron signage with provide 131m to the North, splays which overall, provide a superior access.

We therefore propose the existing access to Jonell is blocked up allowing an improved access to serve both properties & the agricultural access.

Although the access still falls short of recommended splays it is important to note, previous comments relating to providing superior splays for a varied access points have been approved at Welsh office i.e. P/2012/0576.

Inspectorate comments app P/2012/0576:

*More telling, however, is the fact that the existing access to No. 22 is significantly sub-standard, as the Council fully recognises. Visibility to the east is 25m but only 4m to the east, where it is restricted by fencing to No. 20. The proposed access, albeit to serve two dwellings rather than one, would be a significant improvement over that currently in use. There is no evidence that the existing access has caused highway safety issues. Even so, I consider that the improved access would be a material gain, sufficient to offset the visibility deficiency identified. The highway authority has pointed out that visibility from the new access point would be further restricted by an existing telegraph pole but the scheme proposes that it will be re-positioned. That could and should be ensured by a condition. In the same way, other inadequacies over access width to serve the existing and proposed dwellings in the illustrative layout could be addressed, as could the position of gates.*

*On the main issue in this case I have concluded that the proposal would not make the existing highway safety situation worse and may indeed improve matters. Accordingly, planning permission should not be withheld for this reason alone.*

I look forward to your thoughts on the amended plans provided.

Kind regards

**Dafydd Edwards ACIOB**

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